Terminal at Jawaharlal Nehru Port, Bombay.

(b) and (c). Yes, Sir. The Government have already approved the following proposals:—

(i) Two berths at Haldia Dock Comlex and one at Calcutta Port have already been allotted to private parties.

(ii) One berth at Bombay have been leased to a private party for managing the berth.

(iii) Water front and land area at Goa has been leased for setting up of dry dock y private parties.

The main reason for privatisation is to raise larger resources for ports.

Modernisation of Handling Equipments at Visakhapatnam Outer Harbour

2994. DR. NAUNIHAL SINGH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) how old is the handling equipment used at the Visakhapatnam Outer harbour;

(b) whether it is a fact that the foreign ships have to pay demurrage in foreign exchange as a result of waiting for more days to get the cargo loaded;

(c) if so, why shippers be penalised since it is due to obsolete handling equipment; and

(d) what action Government have taken or propose to take to modernise the handling equipment at the port mentioned above?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Except for one reclaimer which was installed in 1970, other are handling equipment in the outer harbour are 17 years old.

(b) and (c). Ships do not pay any demurrage, but the Shippers have to pay the demurrage. Demurrage becomes payable not on account of obsolete equipment alone but there are other reasons also like sequence of ship arrivals, bunching of ships, changes in cargo mix like fines, lumps etc. arrival of ships at a time when adequate cargo is not available, bad weather etc.

(d) Modernisation programmes have been taken up to ensure faster working of the Port equipment. The tipplers which were 25 years old are replaced with new tipplers. One new reclaimer of 4000T capacity has been commissioned in 1991. The old components are replaced as and when required as part of maintenance.

Permission to foreign bodies to invest in Indian Shipping Industry

2995. DR. NAUNIHAL SINGH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that the shipping industry is 'cash-starved';

(b) if so, what are the details in terms of targetted growth during the Eighth Plan period;

(c) whether it is a fact that Government are considering to have an Ordinance passed to permit foreign bodies to invest in Indian shipping companies, if so, how soon with details thereof be given;

(d) if so, what are the details thereof and by when the permission would be accorded; and

(e) what are the details of liberalising with regard to the shipping policies?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) No, Sir.

(b) In 8th Plan period it is proposed to add 2.5 million Gross Registered Tonnage (GRT) which includes replacement of 1.5 million GRT.

(c) and (d). An Ordinance amending certain Sections including Section 21 of

Merchant Shipping Act was promulgated on 27.10.1993. These amendments, *Inter alia,* have removed the restrictions of: (i) Having atleast 49% of the share capital of the company to be held by citizen of India. (ii) Not less than three fourths of the total number of director of the company being citizens of India. (iii) The Chairman of the Board of Directors and the Managing Director if any of the company being citizen of India.

A Bill replacing the Ordinance has since been passed by the Rajya Sabha on 9.12.1993 and adopted by Lok Sabha on 14.12.1993.

(e) The following liberalisation measures have been taken by Government for development of shipping industry:

1. Automatic approval is now given for:

(a) Acquisition of all categories of ships except Crude Tankers and DSVs by private shipowning companies.
(b) Acquisition of ship from an Indian Shipyard.
(c) Acqusition for replacement tonnage; and
(d) Sale of ships.

2. Shipping Companies have been allowed to retain sale proceeds of their ships abroad and utilise them for fresh acqusition.

3. Shipping Companies have been given freedom to time charter out Indian ships to foreign shipping companies.

4. Shipping Companies. are allowed to acquire vessels through bareboat charter-cum-demise method.

5. Quaterly Block Allocation Scheme for repair of ships has been dispensed with entirely and Reserve Bank of India now released foreign exchange for ship repair/dry docking and spares for imported capital goods without any value limit both for Coastal as well as Overseas vessels.

6. Cabotage Law has been relaxed for five years for promotion of container traffic and for two years for LASH BARGES.

7. Freight charges on account of movement of fertilizer and petroleum products are now allowed to be paid in convertible currency on par with other commodities.

High Speed Road Races

2996. SHRI MENTAY PADMANABHAM: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Ministry has sought restraint on the various advertisements on Indian TV and Cable Network which glamourises high-speed vehicles and drivers;

(b) whether advisable to encourage use of our roads for staging road-races;

(c) what steps are proposed to discourage the participation and sponsorship of Government agencies to high-speed road racing; and

(d) what measures have been taken so far?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) The Ministry of Information and Broadcasting as a part of the general awareness campaign takes every care to promote awareness about road safety and traffic rules without glamourising high speed racing.

(b) to (d). No Government agency is involved in the sponsorship of road racing. However, the Governing Body for the Federation of Motoi Sports Club of India does apply for Government clearance to hold major international events in India. The policy of the Department of Sports is *to* encourage